TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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Entered at the posterior at Tonopali we second class matter official Paper for the tounts of Nye and the Town of Tonopale

PROGRESS IN MERCHANT

Conference, are now under way et suppuns formet and a property owners who reside else

proud of the operary and initiative premary on the seas Strady progress is being made, not only in the number of American ships in serv in the general efficiency of opera-American shippers and over seas travelers are becoming more No better equipment for hundling freight, or more buxurious service for taxation passengers, is bound on any foreign; vessels. The judicious advertising of the shipping board is aiding it bringing results. There is no reason. to doubt that progress will continue-

REDUCED MILLING RATES APPRECIATED.

matter of fact, there should be avail using else able a vast amount of \$20 are that can be shipp d and which will be MOBOLIZING INDUSTRY.

him slightly more than wages, then Army and Navy Journal. naturally give attention to many of depressing business.

that the management is desirous of dustrial mobilization plans of the followed the Lincoln highway to Salt furthering the great industry and war department accordingly. is willing to meet the producer buil

BONANZA OFFICIAL

PAPER NYE COUNTY.

paper of Nye county and the town ages in a sult instituted against the ista started west each year with of Tonopah. It was so designated Buckeye Belmont Mines company In- Lake Tahoe, the Yosemite and the yesterday at a meeting of the county corporated, was filed by Tom Kulia-Pacific coast in mind. commissioners, sitting as a county cha in the state supreme court on But here entered a desire to conboard and also as a town board, Tuesday. Kuliacha was watchmen trol that trade Salt Lake City is the any benefit to the Utah metropolis this medium having been selected for the company and started suit trade center of the intermountain officially for the publishing of all for \$638, based on a wage scale of region. Let any one interested spend legal advertising for Nye county. It \$5.50 per day. Only \$54 of this was only a week in that city. He will be building? was but natural that The Bonanza paid, he claims. should be thus selected by reason of its being the oldest daily publi- Patronize Bonanza advertisers.

by reason of its wide circulation, that part of Novada iging south of the increased trade that will follow both at home, as well as among the franscoutin and railroads, have when tourist travel is greater.

In order to keep thoroughly adatti-of regarding political conditions, (13) is. speci nearly from New York or Thorn are no strings attached to this publication, sarge or small, and Tables. the beople of southern Nevada are Nevada

sufmining spects to complete with voling mas for the good of the law. nothing people of this community of him years ago as a continue cine and if his combinate his form. The majority must rid, and to that connected and improved highway lend The Honzara has always been on on the Wlantle, and Pacific construction of fast timers that found a staumen supporter of fair the shortest practical route

BONUS AND TAXATION

manifested by the shipping beard and adding a huge sum to the obligat whole country got behind the those of the government, Secretary and in a short time the Linco Mellon wants no decest about it highway was known as the one re-Farmers to the service men and to that would eventually connect it the taxpayers alike demands an hon- east with the west. Eastern state

eign debt, either principal or inter- has been spent on the route of th est, as a fund out of which to meet highway, with nearly \$40,000 h the claims of the soldiers, let us now available under the feder. and more alive to the feetibes of call the project by its right name highway act ferred by ships, of their own flag U is a fraud. If a bonus is to be. The state of Nevada has view

"If there is to be a soldiers' bonus of the state. But a few yours are it is clear it must be provided for cortain elements in through new taxation, and through for of hy other interests in Illian manation in addition to the mana began a fight on the Lincoln high until the American metchant marine imposed by existing aw. The pros way. They first attacked the rout has won its proper place in the positive treasury deficit for the fixe of the highway, and then questions call year 1922-1923 would become the right of the Lincoln Highway as \$1,000,000,000 if there proposed be sociation to build or seek to build mores are paid, and this sum is too national highway. The net resu large to be balanced except by ad of this agitation has been to dela dittional vevenue.

treatment charges on ere announced of its constitutional furisdiction, has bake thry yesterday in The Bonanza, by the hitherto not been inclined to follow. He wing the difficulty under which Tonopah Belmont Development come the advice of the country's chief Nevada and Utah labored in road pany, should have a stimulating of financial officer But, though the building, the association gave \$125, feel upon mining not many in Tono case is disregarded, this in no way 600 to Etah and \$120,000 to Nevada pah, but in all outside districts. It comoves the hard facts on which it A contract was entered into with the will make amenable for treatment a based. Hugger-mugger tactics state of Utab to complete a road

profit for the producer. With a tration, Assistant Secretary Wain-tion and the road across the flats treatment charge of \$4.5 a ton but right his been assigned to the great was graded and six miles of the all ore worth up to \$20 a ton, the problem of industrial preparedness western end was graveled. The state Belmont mill should be flooded with This is made plain in the secre pent about \$78,000 of its own mone tonnage within a comparatively tary's letter to the senate and house on the project, but without warning military committees. In this the work was abandoned. It was an When the miner learns this, he secretary not only is carrying out nounced that shortings of funds was can produce ore and realize a small the letter but the spirit of the army responsible. Be that as it may, there profit, although only sufficient to not reorganization act of 1929, says the began at this time one if the bitter

average man who tolls in the re Money Assistant Secretary of War on any organization. It was sudceases of the earth likes to be 51 Wainright is preparing plans for in dealy discovered that the Lincoln own boss and feel independent, and dustrial mobilization which, in the highway in western Utah, nearly the editor of this paper fees sur event of war, would save hundreds completed and with the prospect of that with reduced costs of millions of dollars, and, as the additional aid being given, was imbrought into effect, such as announce secretary declares, would "prevent practical, and that another route ed by the Tonopah Belmont Develop much of the economic disturbance must be chosen to connect with Ne ment company, that leasing will grow attendant on the last war." The fail vada in popularity and that many money are to pursue such a policy in he. The delay in building any road which have been lying darmout will past is responsible for no small por dates from that time four years ago

the big properties of the Tonopah. The task of keeping the country changed, a road will not be built for district, and applications for blocks industrially prepared for defense 's four years more: of ground should be received in num- a never ending one. With the When the agitation was started the hera by the various managements, changing industrial conditions and tourist travel from the east had be-At any rate, the new schedule on the improvement in the implements gun to assume great proportions. treatment of ore which has just of warfare, the assistant secretary it was seen that there were combeen announced by the Tonopah Bel of war will be required to make mercial possibilities in the tourist mont Development company, shows periodical surveys and revise the in- trade. This travel had, in the main

WAGE DISPUTE CASE

Averill in the Tonopah district court beginning to bear fruit and an in-The Daily Bonanza is the official in which he is allowed \$263 dam- creasing number of automobile tour-

Nevada State Consul, Lincoln Highway Association.

California, and Nevada, especially valleys meand to the metro wheel regarding conditions both from its Nevania, a trans-stata road will was becoming to read lighteries and emperous that are

It is the truth that hurse, and The This latter mad, the Midhard trail

countion with the idea of service As to the proposal to use the for on the project and over \$60,000.00

To leave no doubt Mr Mellon says: boon to a vast undeveloped section Congress, acting within the scope Bloved road westward from Salt

previously be handled profitably. As a very whether for a bonus or any. Great Salt Lake desert and over the aid Johnson pass. The latter profeet was completed and is now known as Placher pass. Utali ac doubt result in a fair margin of Under Secretary Weeks' adminis cepted the money for the desert sec est attacks on the Lincoln Highway ... the advant industry thrive The Without any great expenditure of association that has ever been mad

receive consideration. Leasers will tion of the war taxes which are now and the writer here attempts to show

that unless present plans are

Lake City. A great number of peo ple from the east had driven over APPEALED FROM TONOPAH the Lincoln highway to the Panama-Pacific exposition. The publicity An appeal from a decision of Judge put out by northern California was

> told of the ambitions of the city, of the great possibilities in the rich valleys south of Salt Lake City. A a good excuse to route the tourist

the commercial club will talk for hours on what the trade of thes reath he will state that in a short mo that fruit will be consumed by o in 15175 into of trade. All are anking on what the rich valleys atta owns som a of Sids Julie City will

thought with the attack on the meeln highway, which was the one scent outle) from Self Lake CCV, stional park, Big a canyon u-Kaihah forest lifely festared b serson Hough in the Saturday enling Post Let the visitor it is Lake mention Younger and I il be tald of the way you occurry Whin park Les him was he he on in the Talass section and he ill be chided for not laying gon Bryce's cunyon. If he should men of the Percent of the Parish court will be told how all the const mests could be hidden in the Kal-

When the attack on the Lincoln interny bogus the dipponents sugsted another rolls we tward. They oned and housed one Wendows into us the only practical Nevalu not California (connection, Over 200,000 had been spent on the bad tretches of the Lincoln highway est of Salt Lake City. Less than all of that sum added to previous expenditure would put the road in not condition. The same amount added to what had already been point would make the road one of the best pieces of highway in the tate. Additional aid has been offerd by the association, but the offer as been rejected.

The Lincoln highway and the Wenever route both lie in Tonele cour-The population on the former out to nearly four times as great as the latter. The people of Tooele ounty. In voting a hond beine on becember 3, 1921, voted in favor of Lincoln highway improvement by a reat majority Toocie county must armsh the finds to meet federal of on either road. The Lincoln ighway grosses the desert at its arrowest point, is miles, as against Pioneer Railroad of Southern Nevada 40 miles of desert on the Wendover road, which is 123 feet lower on the No. 24 ar. from coast daily 5:50 A. M. inclent lake hed. The people of No. 23 lv. for coast daily 9:10 A. M. Torcle are the ones directly interest. Through Merchandise Cars from San ed from a local standpoint. They Francisco, Sacramente (4 days in aust pay the cost, but the polit Salt Lake City choose another route irdays. that will not serve the needs of Procele county.

With these facts before us the question arises, to what extent have he people of Nevada and northern California been daped by the inter ets of Salt Lake City?

It is a fact that Salt Lake City is ming after all the money possible o not from the eastern tourist. When he has seen the sights of the meropolis he will be sent down through he rich valleys to the great natural wonders. The money he spends will ind its way be a through wholesale monels to Salt Lake City. If e has anything left and desires to reach falifornia he may do so by traveling he Majove desert to Los Angeles. t would not be good business from he Salt Lake standpoint to permit he tourist to go directly west over in improved highway.

It will require a large sum to mild a good road over the trackess wastes of the Wendover route it will require ingenuity to provide irtuking water at closer intervals han 70 miles. It will require great ortitude on the part of the tourist o attempt the trip, especially when he story of an easy passage through he sunny fruit-laden valleys of outhern Utah, with natural wonders tanding on every side, is laid before

Those in touch with the touring ituation in Salt Lake City state the sulk of the travel originates in the east. They saw further that only about one-fifth of the travel that originates in California reaches Salt Lake. They claim to know that the remainder goes into the Pacific northwest and the Yellowstone by northern routes. Where, then, is there in building any road or eastbound travel that will not pay the cost of

In short, the non-completion of any road west of Salt Lake will furnish Station

(Continued on Page Three.)

Bonanza Business Directory

BUSINESS

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